

**GRANT APPLICATION:
HIGH RISK RURAL ROADS PROGRAM
Project Locations**



Preston Fall City Road SE



SE 400th Street



SE May Valley Road



SE North Bend Way



SE Petrovitsky Road



Vashon Highway SW

Submitted by: King County Department of Transportation

Project Contact: Susan Oxholm
King County Department of Transportation
Roads Services Division
MS: KSC-TR-00317
201 South Jackson Street,
Seattle, WA 98101
(206) 296-1984
susan.oxholm@kingcounty.gov

INTRODUCTION

The King County Department of Transportation (KCDOT) is pleased to submit this application for grant funding under the High Risk Rural Road Program (HRRRP). We understand that up to \$500,000 may be available to KCDOT under this grant and that the improvements will be focused on low-cost, widespread solutions to run-off-road collisions. We further understand that matching funds are not required. KCDOT agrees to meet the program requirements for the grants, including quarterly reporting on project status and expenses.

PROPOSED ROADWAYS

KCDOT selected the six rural roadways in our jurisdiction that had the highest incidence of run-off-road collisions between 2003 and 2008. A list of the roads and related information is provided in Table 1 (some roads have multiple road log numbers and are therefore listed more than once). A map showing the roadway locations is attached.

Table 1: Proposed Roadways								
Total Length: 26.36 miles								
Road Name	Road Log #	MP FM	MP TO	Length (miles)	Federal Aid System Rd #	FFC	King County Council District	Congressional District (US)
PRESTON-FALL CITY RD SE	98906	0.5570	3.8600	3.30	17W1	6	3	8
SE 400 ST	93666	0.0570	4.0570	4.00	17G3	6	7 and 9	8
SE MAY VALLEY RD	98903	0.2060	1.1060	0.90	17N2	6	9	8
SE MAY VALLEY RD	98921	6.5600	8.1500	1.50	17N2	6	9	8
SE NORTH BEND WAY	86910	0.7000	2.1800	1.48	17A1	6	3	8
SE PETROVITSKY RD	13540	0.2400	2.2330	1.99	17H3	6	9	8
SE PETROVITSKY RD	91568	4.4700	6.7240	2.25	17H3	6	9	8
SE PETROVITSKY RD / 220 AVE SE	13540	2.6030	2.6270	0.024	17H3	6	9	8
VASHON HWY SW	94700	0.0510	10.9710	10.92	17V1	6	8	7

PROPOSED IMPROVEMENTS

The proposed project would include replacement of existing painted edge lines with profiled thermoplastic. This treatment will provide a rumble effect to alert motorists, providing additional recovery time and reducing the frequency of roadway departure collisions. It will also increase pavement marking life and visibility.

Profiled edge lines will be installed on all roadways where at least four feet of usable paved shoulder is available for bicyclists (five feet where adjacent to guardrail).

Current WSDOT bid tabs indicate that the average construction cost for profiled plastic line in the northwest region is \$1 per linear foot. Assuming that adequate shoulder width is available on the majority of the six roadways, and that the treatment would be provided on both sides of the road, we estimate that the construction cost for this treatment on both sides of the roadways would be approximately \$260,000. A detailed assessment will be completed during design to provide a more precise quantity prior to advertisement.

To utilize the remaining funds, the roadways will be assessed for additional low-cost improvements at appropriate locations during the design phase. Emphasis will be place on locations with identified concerns such as steep grades, sharp curves, roadside hazards, narrow shoulders, and limited sight distance. Improvements may include, but are not limited to:

- Centerline rumble strips or profiled thermoplastic;
- Guideposts at locations with roadside hazards;
- Reflectors (aka “butterflies”) on existing guardrail;
- Warning signs such as chevrons and object markers;
- Mowing, clearing and related sight distance improvements; and
- Removal of hazards in the clear zone.

The proposed improvements and the rational behind their selection would be submitted to the granting agency for approval along with the plans and specifications.

PROJECT SCHEDULE

The following design and implementation schedule is based on approved funding in April of 2009.

- Design Start April 2009
- Design Completion May 2009
- Permits Approved May 2009
- Advertisement/award June 2009
- Construction July 2009
- Completion October 2009

We do not anticipate extended traffic closures associated with this project, however, October 2009 can be considered the target date for “open to traffic”.

COST BREAKDOWN

We anticipate the following cost breakdown for this project:

Design: \$100,000
Construction: \$300,000
Inspection: \$100,000

Attachment: Map of Proposed Locations